

Dan Leavitt

From: Carrie Pourvahidi
Sent: Monday, December 05, 2005 9:37 AM
To: Ellen Unsworth (eunsworth@jsanet.com)
Cc: Dan Leavitt
Subject: FW: EIR/EIS Comments

Ellen,

Here is the first comment we have receive via cur website on the BA-CV EIR/EIS.

Carrie

-----Original Message-----

From: HSR_Online_Comments@hsr.ca.gov [mailto:HSR_Online_Comments@hsr.ca.gov]
Sent: Monday, December 05, 2005 9:18 AM
To: Carrie Pourvahidi
Subject: EIR/EIS Comments

Date: 12/5/2005

Title: Mr.
Name: David Whittum
Organization: Heritage District Neighborhood Association
Occupation: engineer

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City: Sunnyvale
State: CA
Zip: 94086

Comments:

Noise impact of present Caltrain operations, particularly near present engine idling locations must be characterized in order to quantify the impact (+ or -) of electrification and separation of crossings. Our neighborhood in downtown Sunnyvale presently experiences peaks in excess of 90dB(A) and CNEL in excess of 70dB(A) in residential areas. Contributors include passby noise, idling noise, crossing bells, horns, military aircraft, passenger aircraft and traffic noise.

Would separation of crossings and electrification reduce the noise we experience? It seems likely, however, the details of the track configuration, and any additional mitigation measures are important to consider.

The Federal Transit Administration guidelines have not been followed to-date in our neighborhood, nor have the guidelines of the State Office of Noise Control been adhered to. Our General Plan requirements have been violated by the VTA in funding the Baby Bullet upgrade, and by Caltrain in performing it. No public agency has taken responsibility for evaluating the devastating impact of this federally funded environmental nightmare on: our community cohesion, learning disabilities, alcoholism, domestic instability, owner-occupancy, and property values.

Additionally, the sooty depositions due to Caltrain diesel-electrics on our homes, outdoor structures, and gardens have not been evaluated for toxic content, e.g., lead, benzene and mercury. Should residents avoid planting edibles?

Present exposure of VTA and other responsible local agencies has not been evaluted to inverse condemnation and other litigation.

Interaction of track alignment with present DOT funded public works has not been evaluated

--- specifically the Mathilda Overcrossing Rehabilitation, Federal Project No. BRLS-5213 (018). The last EIR indicated that an elevated alignment was an option at Mathilda, an egregious error. Meanwhile, there may be insufficient room between the presently planned new pillars to make way for a 3rd track. This should be evaluated and Federal Project No. BRLS-5213(018) should be put on hold until the matter is settled, otherwise 12.5M\$ of FHWA funding is placed at risk.

This comment incorporates by reference the following public comments submitted on Federal Project No. BRLS-5213(018):

<http://home.earthlink.net/~whittum/hdna/comment2.pdf>

<http://home.earthlink.net/~whittum/hdna/errata.txt>

Thank you kindly for your time.

Dave Whittum